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found in ASTM Adjunct F 1626 (incorporated by reference, see § 109.105).

(b) The stability letter issued by the Coast Guard.

(c) Each SOLAS and Coast Guard certificate issued to the unit.

[CGD 73-251, 43 FR 56828, Dec. 4, 1978, as amended by CGD 95-028, 62 FR 51208, Sept. 30, 1997; USCG-2000-7790, 65 FR 58462, Sept. 29, 2000]

§ 109.564 Maneuvering characteristics.

(a) The master or person in charge of each self-propelled unit of 1,600 gross tons and over shall ensure that a maneuvering information fact sheet is prominently displayed in the pilot-house.

(b) For surface type units, the maneuvering information in Subpart 97.19 of this chapter must be displayed.

(c) The maneuvering information requirements for column stabilized, self-elevating, and other units of unusual design will be specified on a case by case basis.

§ 109.565 Charts and nautical publications.

The master or person in charge of a self-propelled unit shall ensure that the unit has the following adequate, up to date, and appropriate items for the intended voyage:

- (a) Charts.
- (b) Sailing directions.
- (c) Coast pilots.
- (d) Light lists.
- (e) Notices to mariners.
- (f) Tide Tables.
- (g) Current Tables.
- (h) All other nautical publications necessary.¹

§ 109.573 Riveting, welding, and burning operations.

Except as allowed by this section—

(a) The master or person in charge shall ensure that there is no riveting, welding, or burning—

- (1) In a fuel tank;
- (2) On the boundary of a fuel tank;
- (3) On pipelines, heating coils, pumps, fittings, or other appurtenances connected to fuel tanks; or

¹NOTE: For U.S. units in or on the navigable waters of the United States. See 33 CFR 164.33.

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(4) On the boundary of spaces adjacent to tanks carrying Grades A, B, or C flammable liquids in bulk.

(b) The operations prohibited in paragraph (a) of this section may be allowed if—

(1) An inspection conducted in accordance with the “Standard for the Control of Gas Hazards on Vessels to be Repaired,” N.F.P.A. No. 306-1974, is made—

(i) In ports or navigable waters of the United States, its territories and possessions, by—

(A) A marine chemist certified by the National Fire Protection Association; or

(B) If a certified marine chemist is not available, a person designated by the Officer in Charge, Marine Inspection; or

(ii) In all other locations by—

(A) A marine chemist certified by the National Fire Protection Association;

(B) If a certified marine chemist is not available, a person designated by the Officer in Charge, Marine Inspection; or

(C) If the persons required in paragraphs (b)(1)(ii) (A) and (B) of this section are not available, the master or person in charge; or a welding supervisor designated, in writing, by the master or person in charge; and

(2) A certificate is issued by the person conducting the inspection stating—

(i) That he conducted the inspection in accordance with the standard in paragraph (b)(1) of this section;

(ii) The operations that may be conducted; and

(iii) A list of precautions to be followed during the operations;

(c) The master or person in charge shall ensure that the precautions in paragraph (b)(2)(iii) of this section are followed.

§ 109.575 Accumulation of liquids on helicopter decks.

The master or person in charge shall ensure that no liquids are allowed to accumulate on the helicopter decks.

§ 109.577 Helicopter fueling.

(a) The master or person in charge shall designate persons to conduct helicopter fueling operations.

(b) Portable tanks are handled and stowed in accordance with subparts 98.30 and 98.33 of this chapter and the provisions of 49 CFR parts 171 through 179 that apply to portable tanks; and

[CGD 73-251, 43 FR 56828, Dec. 4, 1978, as amended by CGD 84-043, 55 FR 37413, Sept. 11, 1990]

§ 109.585 Use of auto pilot.

Except as provided in 33 CFR 164.15, when the automatic pilot is used in areas of high traffic density, conditions of restricted visibility, and all other hazardous navigational situations, the master or person in charge shall ensure that—

(a) It is possible to immediately establish manual control of the unit's steering;

(b) A competent person is ready at all times to take over steering control; and

(c) The changeover from automatic to manual steering and vice versa is made by, or under the supervision of, the officer of the watch.

APPENDIX A TO PART 109—NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 4-78—INSPECTION AND CERTIFICATION OF EXISTING MOBILE OFFSHORE DRILLING UNITS

1. *Purpose.* To promulgate instructions for the inspection and certification of existing mobile offshore drilling units. This NVIC is also being published as appendix A of 46 CFR Subchapter IA.

2. *Background.* Mobile Offshore Drilling Units are recognized internationally through the Intergovernmental Maritime Consultative Organization as being a "special purpose ship" designed and operated to carry out an industrial function at sea. Contemporary U.S. Vessel regulations in Title 46 CFR do not adequately cover the safety considerations which are unique to the hull and structural designs, industrial equipment and operating procedures incorporated in drilling vessels. To provide appropriate and adequate standards, the Coast Guard with the assistance of the National Offshore Operations Advisory Committee, and following the provisions of the Administrative Procedures Act, developed Subchapter IA, Regulations for Mobile Offshore Drilling Units, 46 CFR Parts 107-109 and amendments to 46 CFR Subchapters "F", Marine Engineering Regulations, and "J", Electrical Engineering Regulations. These regulations, published in FEDERAL REGISTER (43 FR 56788 December 4, 1978)

will apply to all units contracted for on or after the effective date of the regulations.

3. *Discussion.* a. This NVIC elaborates the "grandfather provisions" of 46 CFR 107.211 and 107.215 in applying Subchapter IA to the approximately 150 *existing* ocean-going U.S. flag mobile offshore drilling units. "Existing" Mobile Offshore Drilling Units are those vessels which have been contracted for before the effective date of the regulations including:

(1) Units in Service.

(2) Units under construction.

(3) Units contracted for which are to be constructed and delivered prior to January 1, 1981.

b. Existing *uncertificated* mobile drilling units of which there are approximately 92 of the bottom bearing configuration, i.e., jack-up and submersible types, have not previously been required to comply with vessel inspection regulations. Some units have met the load line requirements of Subchapter "E" for International Voyages. Many of the older units are not classed by a classification society. Bottom bearing units operating on the Outer Continental Shelf of United States have been required to meet the safety requirements of 33 CFR Subchapter "N" as artificial islands. On January 3, 1979, existing bottom bearing units are subject to the "grandfather provisions" in §107.211(c) of Subchapter IA.

c. Existing *certificated* mobile offshore drilling units, for the purposes of this NVIC, are column-stabilized and ship-shape types of which approximately 58 are currently certificated, or have made application for an original Certificate of Inspection or intend to make application for an original inspection for certification under 46 CFR Subchapter "I" on the basis of the unit being contracted for prior to the effective date of the new regulations. These units may continue to meet the structural, equipment, material and arrangement standards which were applicable to the hull, engineering, electrical and industrial systems when the units were contracted for. In addition they must meet the provisions of d.(1), d.(4)(d), d.(7)(b), d.(8), d.(9), d.(10)(b), d.(11) and d.(12) of paragraph 3 of this NVC in accordance with §107.215(c)(2) of Subchapter IA.

d. *Inspection Provisions for Existing Uncertificated Units.* The intent of the "grandfather" provisions of this NVIC for existing uncertificated units is to ascertain through inspection that the material condition of the unit and its equipment meet reasonable levels of safety. To this end, the following determinations will be made:

- The design, construction and arrangements of the hull, machinery electrical and industrial systems do not reveal manifestly unsafe aspects.
- There is no excessive deterioration of the hull structure or equipment foundations.